

A map of Sugar Land, Texas, showing major roads like Highway 99 and Highway 59, and landmarks like Cinemark Theaters and Sugar Land Library. The map is overlaid with a semi-transparent blue layer.

SECTION F:

TRAIL CORRIDOR ANALYSIS AND PRIORITIZATION

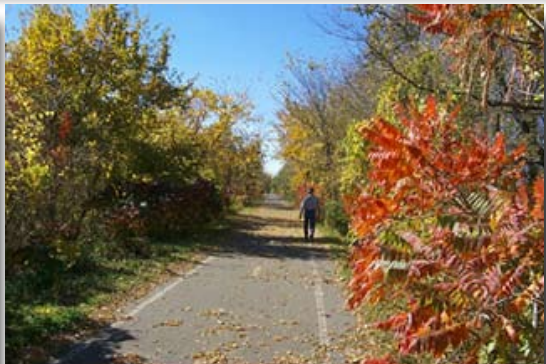
A photograph of a paved path in a park, surrounded by green grass and large trees. The path leads into the distance, flanked by lush greenery.

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- Citywide Trail Recommendations for Sugar Land
- Trail Corridor Prioritization
- Key Trail Corridors
- Recommended Trail Priorities
- Summary of Trail Corridor Costs
- Major Highway or Barrier Crossings



Citywide Trail Recommendations for Sugar Land



As shown in previous sections, Sugar Land has many opportunities for trails. In fact, over 50 specific trail corridors totaling over 100 miles of trails are identified in this document. Over the next two to three decades, it is anticipated that many of those opportunities can actually be converted into trails. However, the city’s efforts should be focused on those corridors that provide the most significant beneficial impact, and that truly begin to create a major citywide network.

This section presents a citywide network of trails, representing the most important trails to be built. Using prioritization criteria tailored specifically to Sugar Land, those key trails are then divided into segments and prioritized. Cost projections were prepared for each of the recommended segments, allowing for the preparation of an “Action Plan” for trail implementation

These corridors were selected to meet the goals established by the planning effort, and to reflect citizen comments and desires received during the extensive public input process. Those goals included:

Connectivity – trails considered in this plan should have a purpose. They are not simply scenic walks through a park, but are intended to link destinations that would be most frequently used by residents of Sugar Land. Those include schools, recreation facilities and parks, nearby retail area, civic uses, and finally major places of employment.

Planning for an entire system – these trails are intended to be key pieces that someday links all of Sugar Land together.

Create meaningful segments – significant sections should be built, so that they can immediately become highly used and effective pieces of the overall system. Segments need to be built in a way that sequences connections. Individual random pieces should not be left unconnected for very long.

Create partnerships – many segments can be built by new developments. Even if planning for those developments is in an advanced stage, modifications should be considered to implement key components of this plan, so as to create an overall better final plan for the city. In particular, suggestions for Telfair, the northern “Tract 3” and Riverstone can have major and long lasting impacts on the city’s system. If not implemented, these areas can also become “holes” in the system.

Homeowner Associations and other entities such as the Houston Galveston Area Council of Governments, levee improvement districts and the Texas Department of Transportation can also play a major role in implementing some segments.

Initial prioritization on trails in the incorporated city limits – the immediate focus will be on trail segments within the city limits of Sugar Land. Trails in the extra territorial jurisdiction can be implemented in the future or independently by developers or homeowners.

The major system of trails in the city is shown on the following page.



The University Boulevard Parkway Trail (north and south) – In the north, the proposed extension of a new boulevard northward into the Tract 3 development creates a similar opportunity. Both of these can be implemented from the ground up, allowing the entire area around them to connect to these new trails.

A

The Ditch ‘H’ Corridor – the ditch H corridor is geographically centered in the middle of Sugar Land, and extends more than five miles from the far south of the city up to Highway 90A. It is a readily available corridor, with more than enough width for significant trails. It already has locations where neighborhood trails can connect to the corridor, and grade separated crossings under U.S. 59 and Highway 6 are feasible. The one detriment of this corridor is that it is located within drainage facilities, and therefore cannot have additional trees and landscaping to soften the appearance of the trail.

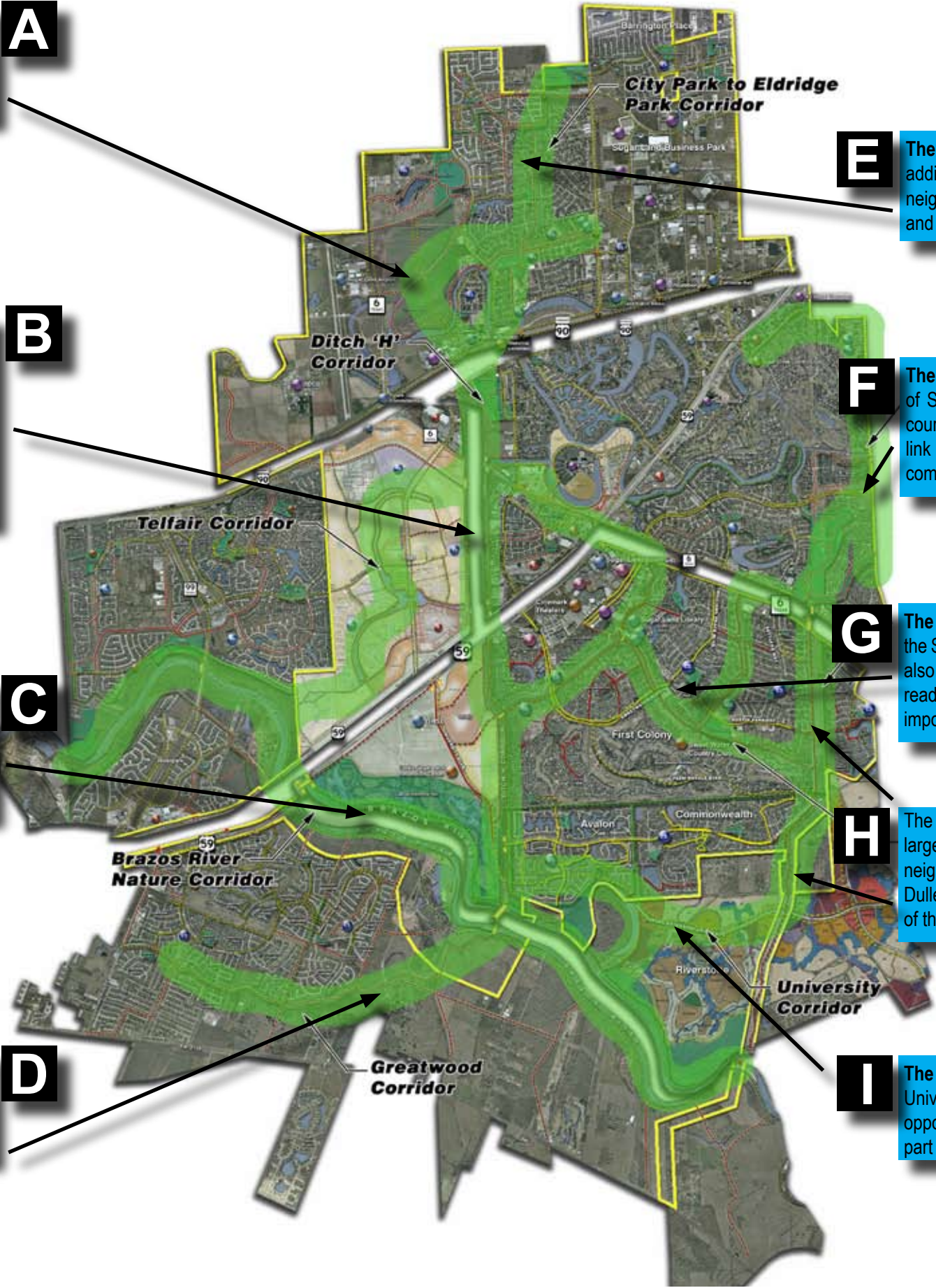
B

Brazos Trails – the Brazos River extends for over ten miles through Sugar Land, and it provides an opportunity to create one of the premier nature trail loops in the Houston area. The overall plan will include trails along both sides of the river, two to three opportunities to safely cross the river, and linkages to neighborhoods and park facilities along the river.

C

The Greatwood Corridor – Major drainage corridors and utility easements can connect much of the Greatwood development to the Brazos River and to future master planned communities in the area. Future developments south of F.M. 2759 can also link into this corridor.

D



E

The City Park to Eldridge Park Trail Corridor – in the northern part of the city, additional trail segments could be added to existing trails to create a very popular neighborhood based trail corridor. This trail would link to area schools and parks, and could even provide a route to employment in the Sugar Land Business Park.

F

The Dulles Avenue Parkway Trail – Much of the central and eastern neighborhoods of Sugar Land have fewer opportunities for trails, especially where private golf courses have been built. The Dulles Avenue corridor provides an opportunity to link the Oyster Creek trail and the future power line corridor to create a major community wide trail along the eastern edge of Sugar Land.

G

The First Colony/Sweetwater Trail – the planned trail along Ditch ‘A’ extends from the Sugar Land Town Center south and east towards the eastern limits of the city. It also connects many existing neighborhoods, links to existing trails, and provides a ready route to the very heart of Sugar Land. It potentially could be one of the most important trail segments in the city.

H

The Power Line Corridor – on the eastern side of the city, fringe areas along the large power line corridor provide an opportunity to create a major neighborhood to neighborhood trail. When linked to the existing Oyster Creek trail and the planned Dulles Avenue parkway trail, this corridor mirrors the major connectivity possibilities of the Ditch ‘H’ corridor.

I

The University Boulevard Parkway Trail (south) – the future extension of University Parkway into the Riverstone Development provides an excellent opportunity for an attractive tree-lined walking and cycling corridor in the southern part of the city.



Trail Corridor Prioritization

The many trail opportunities which were introduced in the prior segment were ranked on a scoring system based on different criteria:

- Overall Compatibility score developed in Section E
- Ranking of the Compatibility Score for that Sector of the City
- Number of Connections created by this segment
- Closes Gaps or fills Missing Links
- Availability of Corridor to begin implementation
- Ease of Construction
- Type of Trail

A description of the ranking under each element used to rank potential trail corridors follows:

Overall Compatibility Rating (from Section E) - does the corridor meet minimum criteria for connectivity, citizen input, and minimum impact to area residences? Only segments with a score of 3 or higher are considered.

- Score of 5 - 5 points
- Score of 4 - 4 points
- Score of 3 - 3 points

Rank of Compatibility Rating within that Sector - how important is that corridor to the sector of the city where it is located?

- Within top 3 for that sector - 3 points
- Within top 4 to 7 for that sector - 2 points
- Within top 10 for that sector - 1 point
- Below top 10 for that sector - 0 points

Connectivity: points for each important destination reached by a trail segment

- Schools (2 points for each)
- Parks (1 point for each)
- Community Facilities (2 points for each)
- Directly links to Town Center, or helps create link to Town Center (1 point)
- Connects to other existing or proposed trails (1 point for each)
- Connects to employment base (1 point for each)
- Connects to Commercial area (1 point for each)

Availability of Corridor – is corridor already in public or semi-public control, or will right of way or permission to use have to be acquired?

points

- Owned or controlled by the City of Sugar Land - 3 points
- Controlled by other favorable public entity - 2 points
- Privately owned but not developed – 1 point
- Not readily available, or significant blockages along corridor – no points
- Potential User Demand: points for locations along or route of a trail segment that makes it more likely to receive higher usage (based on population within one half mile of trail) – 1 to 3 points
 - Ease of Construction: Points for trail segments that are inexpensive or unproblematic to build, can be part of an already targeted or started construction effort or that can be built using existing city supplies or assets
 - o Relatively flat areas for trail – 1 point
 - o Trail alignment free of frequent flooding – 1 point
 - Scenic Quality: points for trail segments with aesthetic value, riparian or scenic little interference from other traffic and few intersections.
 - o High quality riparian area – 3 points
 - o Narrow corridor with interesting features – 2 points
 - o Little scenic quality – 1 point
 - Public Demand: points for trails that are in high demand and strongly supported by the citizens, or are in areas where no opposition is expected.

Recommended Trail Priorities

All trails were categorized as High, Medium, or Long-Term priority. While trail segments are ranked to give an indication as to their usefulness and qualities, other segments may be initiated out of sequence if unique funding or acquisition opportunities arise.

High Priority

Projects that received the most points are meant for short-term project implementation -- they are targeted to be started, or even completed, within the next five to ten years. Based on the selected criteria, the high priority projects for Sugar Land are:

- First Colony Trail from First Colony Park to the Town Center (Southeast Sector)
- The Ditch H trail from Highway 59 to Highway 6 (Southeast Sector)
- The Ditch H trail from Highway 6 to Imperial Park
- The Sugar Mill Park to Eldridge Park trail
- The Power line trail from Palm Royale Boulevard north to Highway 6
- The Dulles Avenue Parkway trail
- The Brooks Street Parkway trail from Imperial Park to Highway 6, and connections to the Lake Pointe trail system.
- The dam crossing at Lake Pointe
- Initial segments of the Brazos Trail
- Parkway trails along North University Boulevard and the southern extensions of University Boulevard
- Two bridge crossings of Ditch C at Colony T-2 and T-4

Medium Priority

These are mid-term projects that are planned for implementation in six to ten years. They add to and complement the first set of completed projects:

- The bridge or below grade crossing over Highway 6 near Oyster Creek Park
- Lakes of Austin trail segments
- Texas 99 and River Park trails.

Long-Term Priority

These trail segments are longer running projects, which are recommended for implementation between ten and fifteen years from plan adoption, and might even take twenty years to complete. Most of these projects either depend on other trail segments being completed first, take longer to fund, or rely on currently open matters such as land acquisition or funding to be resolved before they can be targeted. The following projects in Sugar Land are long-term:

- Trails throughout undeveloped portion of Southwest Sector
- Portions of Brazos Trails

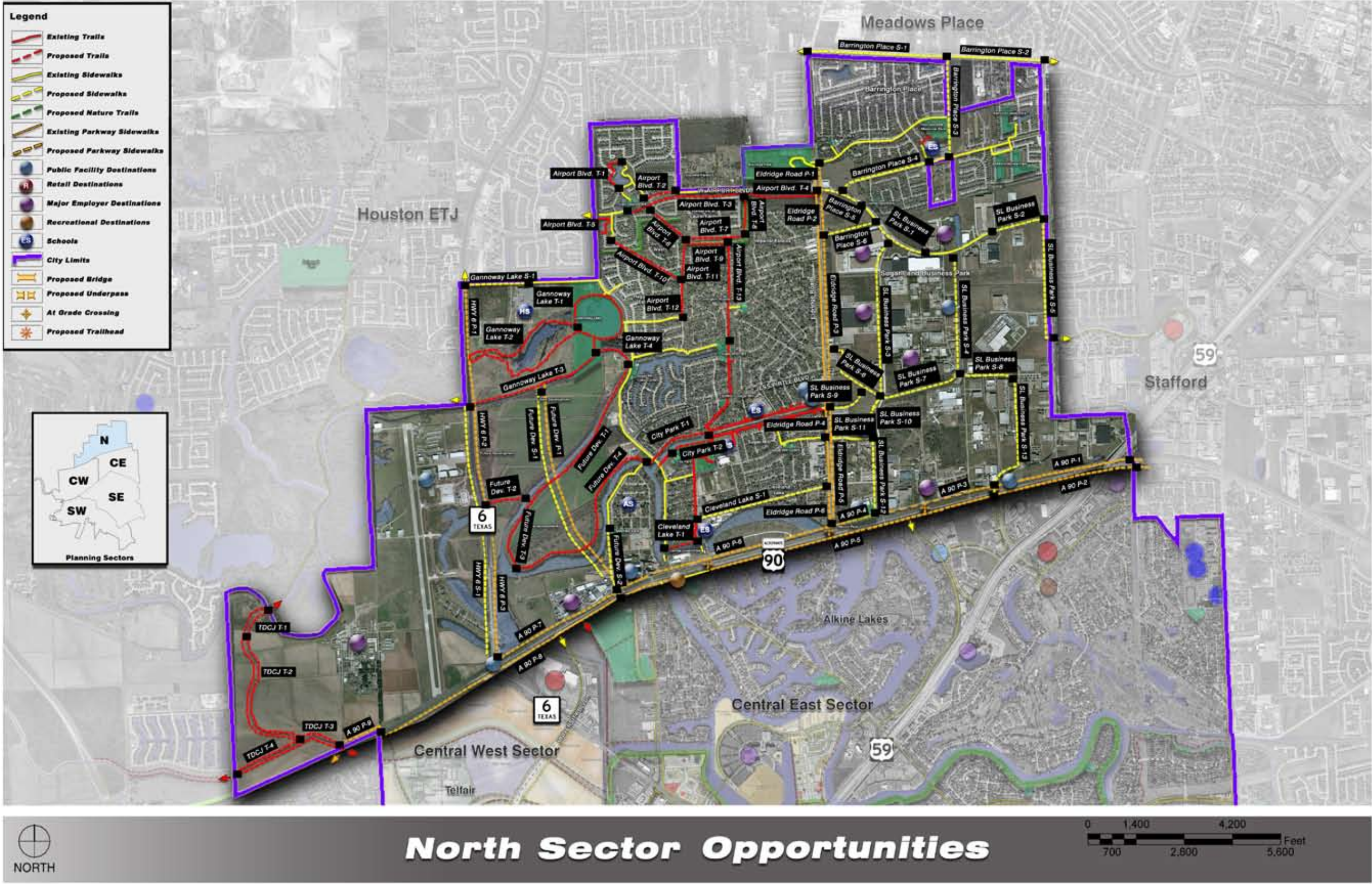


Table F-1 Recommended Prioritization of Key Trail Segments								
Rank	Name	Sector	Segment Designation	Length (in linear feet)	Projected Cost	Primary Responsibility	Potential Funding Partners	Projected Time Frame
High Priority Trails (within 3 to 10 years)								
1	First Colony Trail from First Colony Park to Sugar Land Town Center	Southeast	Colony T-1, T-2, T-3, T-8	10,300	\$1,670,000	City of Sugar Land	First Colony HOA, area Levee Improvement District	2008 to 2010
2	First Colony Trail from First Colony Park to Sugar Land Town Center	Southeast	Austin Parkway T-2, S-1, T-3	5,800	\$1,000,000	City of Sugar Land	First Colony HOA	2008 to 2010
3	Lake Pointe to Sugar Land Town Center Connection	Central East	The Lakes S-4, Hwy 59 S-2	2,500	\$500,000	City of Sugar Land	Lake Pointe development, HGAC (grant funding)	2009-2011
4	The Power line trail from Palm Royale to Highway 6	Southeast	Power Line T-1, T-2	7,100	\$1,200,000	City of Sugar Land	First Colony HOA	2009-2011
5	The Sugar Mill to Eldridge Park trail	North	Airport Blvd.T-8, T-13, T-4	6,000	\$1,200,000	City of Sugar Land	Area property owners (through easement donation)	20010-2012
6	Ditch H Trail from Highway 59 to Highway 6 (excludes underpass)	Central East	Ditch H T-5, T-6	7,440	\$1,280,000	City of Sugar Land	Area Levee Improvement Districts	2011-2014
7	Ditch H Trail from Highway 6 to Imperial Park (excludes underpass)	Central East	Ditch H T-4	4,060	\$702,000	City of Sugar Land	Area Levee Improvement Districts	2011-2014
8	The Dulles Avenue Parkway Trail	Central East	Dulles Ave P-1, P-2	14,800	\$2,039,000	City of Sugar Land		2009-2013
9	The Brooks Street trail from Imperial Park to Highway 6 (includes connection to Lake Pointe Trail)	Central East	Hall Lake P-2, S-1	3,500	\$750,000	City of Sugar Land		2011-2014
10	Dam crossing at Lake Pointe	Central East	Dam T-1	N/A	to be determined	City of Sugar Land	Area HOA	2010-2012
11	Brazos River Trail - Memorial Park	Southeast	Brazos River N-11, N-12	17,500	\$1,900,000	City of Sugar Land	Grant funding sources	2008-2015
12	Telfair Neighborhood Trails (by developer)	Central West, Southeast	All Telfair Segments	15,000	\$2,500,000	Telfair Development	Potential City of Sugar Land for assistance with major segments	2007-2015
13	Tract 3 Neighborhood Trails (by developer)	North	All Tract 3 Segments (Future Development segments)	27,000	\$3,500,000	Tract 3 Development	Potential City of Sugar Land for assistance with major segments	2008-2015
14	South University Boulevard Extension Parkway Trail (by developer)	Southeast	Univ. Blvd. T-1, P-1, P-2, P-3	15,000	\$2,500,000	City of Sugar Land, Riverstone Development		2010-2014
Total Length and Projected Costs - High Priority Corridors				136,000	\$12,241,000	Linear Feet (25 Miles) (Excludes developer installed facilities)		



“In a time of both great wealth and difficult challenges, trails offer a rare chance to connect the past, present and future. It is possible to envision a system of trails that is as extensive and interconnected as the interstate highways and railroads.”

JEFF OLSON, *Millennium Trails: Honor the Past, Imagine the Future*, ITE Journal, November 2000





Priority Recommendations for the North Planning Sector

The north sector of the city is largely developed, and has some trail infrastructure in place already. However, trails in this area are narrow and not placed in attractive corridors. A major connection north to Eldridge Park needs to be completed.

The new Tract 3 development on the western edge of this planning area has significant trail opportunities along Oyster Creek and the northern extension of University Boulevard. These connections need to be included in the development plans for Tract 3.

Key priority corridors in this sector are:

The Sugar Mill to Eldridge Park trail - this trail completes the north/south trail corridor that bisects much of the northern part of the city. Portions of this corridor are privately owned, and permission to use the corridor should be pursued with those property owners. As an incentive, the corridor plan should include additional beautification and buffering treatments, such as landscaping along the existing fence edges. The northern portion of this trail crosses West Airport at Eldridge Road.

Ulrich Blvd. trail - a trail along the future right of way of University Boulevard north of Highway 90A should be incorporated into the Tract 3 plan. This corridor will also provide a major pedestrian crossing of Highway 90A.

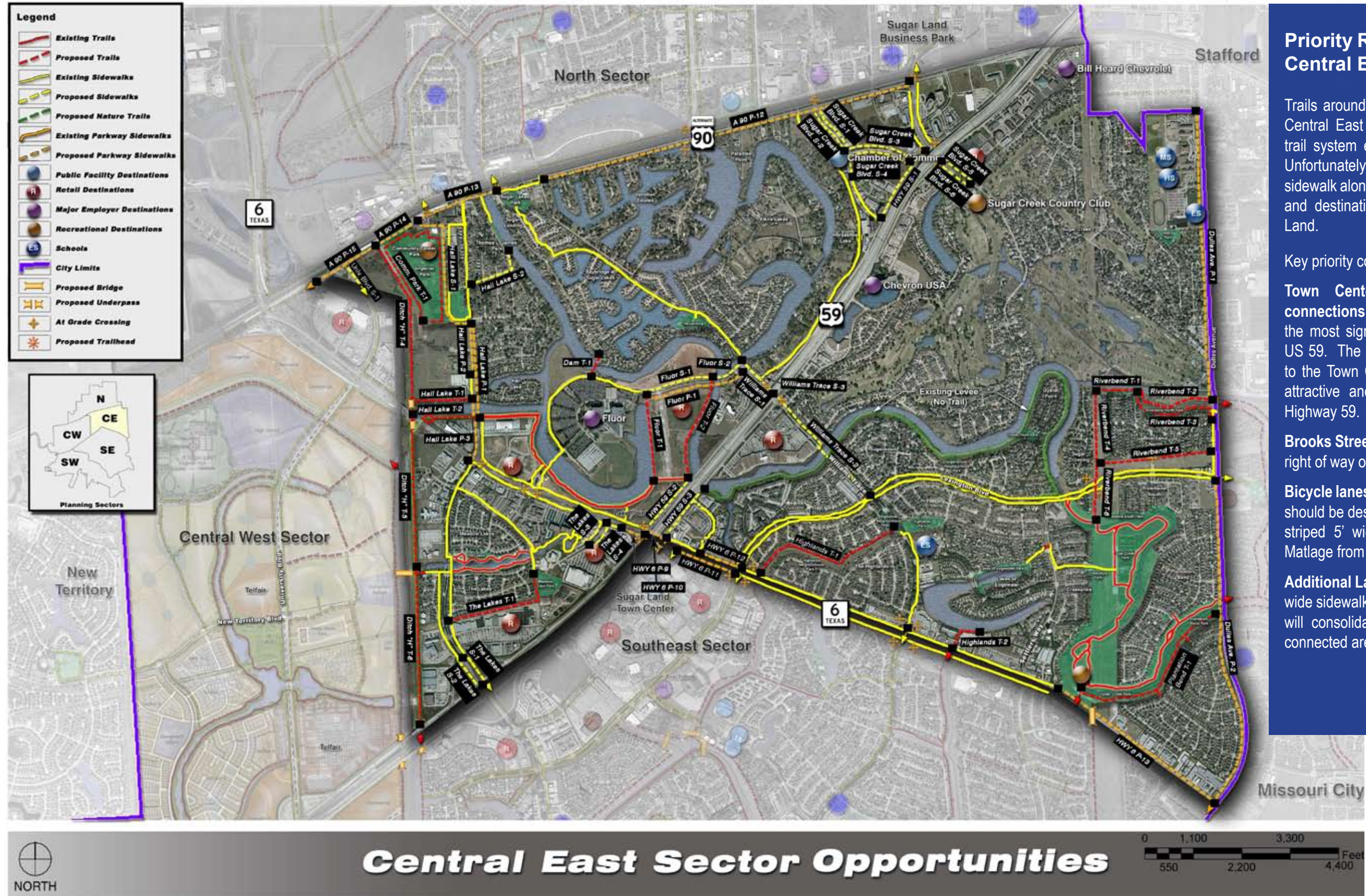
Bicycle lanes and sidewalks in the Sugar Land Business Park area - connectivity to and within the Business Park is a major goal of the Hike and Bike Trails Plan.

Future Longer Term Priorities for this Area

Future parkway trail along West Airport Boulevard - a wide sidewalk treatment similar to that along Eldridge Road should be retrofitted into West Airport Boulevard over time.

Supplemental trails along minor drainage and utility corridors near West Airport Boulevard - neighborhood level trails can be added in the future to improve area connectivity.

Table F-2 North Sector							
Segment	Start	End	Neighborhood	Length in Feet	Key Features	Potential Cost	Priority Rating
Barrington Place S-1	Eldridge Rd.	Drainage Corridor	Eldridge Lake	4,000		\$352,000	Medium
Barrington Place S-2	Drainage Corridor	Dairy Ashford Rd.	Normay Burn	2,800		\$246,400	Medium
Barrington Place S-3	West Belfort Rd.	Alston Rd.	Ashford Lakes	2,800	Connects to Elementary School	\$246,400	High
Barrington Place S-4	Blake Rd.	West Airport Blvd.	Barrington Place	2,800	Connects to Elementary School	\$246,400	High
Barrington Place S-5	Eldridge Rd.	Careywood Dr.	Barrington Place	1,400	Connects to Summerfield Park	\$123,200	High
Barrington Place S-6	Eldridge Rd.	Careywood Dr.	Barrington Place	1,600	Connects to major employers	\$140,800	High
Sugar Land Business Park S-1	Careywood Dr.	Industrial Blvd.	Barrington Place	1,900	Connects to major employers	\$167,200	High
Sugar Land Business Park S-2	Lake Park Dr.	Dairy Ashford Rd.	Sugar Land Central	1,600	Connects to major employers	\$140,800	High
Sugar Land Business Park S-3	West Airport Blvd.	South of Jess Pirtle Blvd.	Sugar Land Business Park	4,700	Connects to major employers	\$413,600	High
Sugar Land Business Park S-4	West Airport Blvd.	Reed Rd.	Sugar Land Business Park	3,300	Connects to City of Sugar Land Public Facility	\$290,400	High
Sugar Land Business Park S-5	West Airport Blvd.	Fountain Lake Dr.	Sugar Land Central	3,500		\$308,000	Medium
Sugar Land Business Park S-6	Eldridge Rd.	South of Jess Pirtle Blvd.	Sugar Land Business Park	2,200	Connects to major employers	\$193,600	Medium
Sugar Land Business Park S-7	South of Jess Pirtle Blvd.	Reed Rd.	Sugar Land Business Park	2,500	Connects to major employers	\$220,000	High
Sugar Land Business Park S-8	Reed Rd.	Julie Rivers Dr.	Sugar Land Business Park	1,500		\$132,000	High
Sugar Land Business Park S-9	Drainage Corridor Connection	Eldridge Rd.	Sugar Land Business Park	1,300		\$114,400	High
Sugar Land Business Park S-10	South of Jess Pirtle Blvd.	Seventh St.	Sugar Land Business Park	1,300	Connects to School	\$114,400	High
Sugar Land Business Park S-11	Eldridge Rd.	Gillingham Ln.	Sugar Land Business Park	1,300	Connects to School	\$114,400	High
Sugar Land Business Park S-12	Seventh St.	A 90	Sugar Land Business Park	2,200	Connects to City of Sugar Land Public Works	\$193,600	High
Sugar Land Business Park S-13	Reed Rd.	A 90	Sugar Land Business Park	2,400	Connects to future commuter rail	\$211,200	High
A 90 P-1	City Limits	Dairy Ashford Rd.	Executive Park	4,000	Connects to future commuter rail	\$524,000	High
A 90 P-2	City Limits	Dairy Ashford Rd.	Market Place at Sugar Land	4,000	Possible At Grade Crossing	\$524,000	High
A 90 P-3	Dairy Ashford Rd.	Gillingham Ln.	Sugar Land Business Park	3,500	Connects to major employers	\$458,500	High
A 90 P-4	Gillingham Ln.	Eldridge Rd.	Sugar Land Business Park	1,300	Connects to City of Sugar Land Public Works	\$170,300	High
A 90 P-5	Dairy Ashford Rd.	Ulrich St.	Paradise Point	11,300	Possible At Grade Crossing	\$1,480,300	High
A 90 P-6	Eldridge Rd.	Ulrich St.	The Orchard	6,500	Connects to Imperial Sugar	\$851,500	High
A 90 P-7	Ulrich St.	HWY 6	HWY 90A Commercial Park	4,000	Connects to major employers	\$524,000	High
A 90 P-8	Ulrich St.	Circle Dr.	HWY 90A Commercial Park	8,000	Connects to future commuter rail	\$1,048,000	High
A 90 P-9	Circle Dr.	Ellis Creek Blvd.	TDCJ	1,200		\$157,200	High
Eldridge Road P-1	Nantucket Dr.	West Airport Blvd.	Imperial Estates	800	Connects to Eldridge Park	\$104,800	High
Eldridge Road P-2	West Airport Blvd.	Greenway Dr.	Imperial Estates	1,300	Possible At Grade Crossing	\$170,300	High
Eldridge Road P-3	Greenway Dr.	Drainage Corridor	Eldridge East	5,000	Connects to City of Sugar Land Public Facilities	\$655,000	High
Eldridge Road P-4	Drainage Corridor	Seventh St.	Eldridge East	900	Possible At Grade Crossing	\$117,900	High
Eldridge Road P-5	Seventh St.	A 90	Eldridge East	1,500	Connects to Macco Park	\$196,500	High
Eldridge Road P-6	Lakeview Dr.	A 90	Lake Village	1,000	Possible At Grade Crossing	\$131,000	High
Gannoway Lake T-1	Gannoway Lake	Gannoway Lake	Gannoway Lake Estates	4,300	Surrounds Gannoway Lake	\$627,800	Medium
Gannoway Lake T-2	Gannoway Lake	HWY 6	Gannoway Lake Estates	7,700	Connects to High School	\$1,124,200	Medium
Gannoway Lake T-3	HWY 6	Gannoway Lake	Gannoway Lake Estates	4,200	Connects to Gannoway Lake	\$613,200	Medium
Gannoway Lake T-4	Gannoway Lake	Sugar Mill Lake Center	Gannoway Lake Estates	1,000	Connects to Sugar Mill Lake Center	\$146,000	Medium
Gannoway Lake S-1	HWY 6	Burney Rd.	Gannoway Lake Estates	1,800	Connects to High School	\$158,400	High
HWY 6 P-1	Voss Rd.	Oyster Creek	Gannoway Lake Estates	3,500	Connects to High School	\$458,500	Medium
HWY 6 P-2	Oyster Creek	South of Sugar Land Airport	Airport	3,000	Connects to Sugar Land Airport	\$393,000	High
HWY 6 P-3	South of Terminal Ln.	A 90	Airport	4,000	Connects to future commuter rail	\$524,000	High
HWY 6 S-1	Oyster Creek	A 90	Airport	7,000	Connects to Sugar Land Airport	\$616,000	High
Airport Blvd. T-1	Ashley Ridge Ln.	Meadow Valley Dr.	Glen Laurel	1,000	Surrounds water feature	\$146,000	Low
Airport Blvd. T-2	Glen Laurel Park	Mason Rd.	Glen Laurel	1,000	Connects to Glen Laurel Park	\$146,000	Low
Airport Blvd. T-3	Glen Laurel Park	Levee Corridor	Skyview Farms	3,400	Connects to Glen Laurel Park	\$496,400	Low
Airport Blvd. T-4	Levee Corridor	Eldridge Rd.	Skyview Farms	2,200	Possible At Grade Crossing	\$321,200	High
Airport Blvd. T-5	West Airport Blvd.	Wellsley Ct.	Glen Laurel	700	Surrounds water feature	\$102,200	Low
Airport Blvd. T-6	West Airport Blvd.	West of Arcadia Dr.	Glen Laurel	1,500	Connects to Glen Laurel Park	\$219,000	Low
Airport Blvd. T-7	West of Arcadia Dr.	Greenbriar Dr.	Reserves at Glen Laurel	1,700		\$248,200	High
Airport Blvd. T-8	West Airport Blvd.	Levee Corridor	Reserves at Glen Laurel	1,000	Possible At Grade Crossing	\$146,000	High
Airport Blvd. T-9	West of Arcadia Dr.	Cottonwood Ct.	Reserves at Glen Laurel	1,300		\$189,800	High
Airport Blvd. T-10	Baumeadow Ln.	Oakwood Ln.	Covington West	2,400	Connects to Covington West Park	\$350,400	Medium
Airport Blvd. T-11	West of Arcadia Dr.	Oakwood Ln.	Covington West	1,200	Connects to Covington West Park	\$175,200	Medium
Airport Blvd. T-12	Oakwood Ln.	Vinehill Dr.	Ragus Lake Estates	1,100	Connects to Covington West Park	\$160,600	Medium
Airport Blvd. T-13	Greenway Dr.	Sugar Mill Park	Reserves at Glen Laurel	2,800	Connects to Sugar Mill Park (does not include cost of easement)	\$408,800	Very High
Future Development T-1	Sugar Mill Lake Center	South of Terminal Ln.	The Estates of Oyster Creek	5,000	Connects to Sugar Mill Lake Center	\$730,000	High
Future Development T-2	HWY 6	South of Terminal Ln.	The Estates of Oyster Creek	1,200	Connects to Sugar Land Airport	\$175,200	High
Future Development T-3	South of Terminal Ln.	Northwest of Imperial Blvd.	The Estates of Oyster Creek	2,000	Along Oyster Creek	\$292,000	High
Future Development T-4	Northwest of Imperial Blvd.	Harman St.	The Estates of Oyster Creek	5,700	Along Oyster Creek	\$832,200	High
Future Development P-1	Oyster Creek	A 90	The Estates of Oyster Creek	6,600		\$864,600	High
Future Development S-1	Oyster Creek	A 90	The Estates of Oyster Creek	6,600		\$580,800	High
Future Development S-2	Mayfield Park	A 90	The Estates of Oyster Creek	1,800	Connects to Imperial Sugar and Mayfield Park	\$158,400	High
City Park T-1	Burney Rd.	Drainage Corridor / Millstone Ct.	The Estates of Oyster Creek	2,000	Along Oyster Creek	\$292,000	Medium
City Park T-2	St. Theresa Blvd.	Drainage Corridor / Millstone Ct.	The Estates of Oyster Creek	1,300	Connects to Middle School and City Park	\$189,800	Medium
Cleveland Lake T-1	Main St.	Wood St.	Cleveland Lake	1,000	Connects to Elementary School and Lonnie Green Park	\$146,000	Low
Cleveland Lake S-1	Wood St.	Eldridge Rd.	Cleveland Lake	3,900	Connects to Elementary School	\$343,200	Low
TDCJ T-1	City Limits	End of Drainage Corridor	TDCJ	2,000		\$292,000	Low
TDCJ T-2	End of Drainage Corridor	Drainage Corridor Cross-section	TDCJ	8,600		\$1,255,600	Low
TDCJ T-3	Drainage Corridor Cross-section	A 90	TDCJ	2,400		\$350,400	Low
TDCJ T-4	Drainage Corridor Cross-section	Ayers Rock Rd.	TDCJ	4,400		\$642,400	Low
Total				211,700			



Priority Recommendations for the Central East Planning Sector

Trails around the Lake Pointe development in the Central East sector give a glimpse of the future trail system encompassing much of Sugar Land. Unfortunately, they connect to a very narrow 4' sidewalk along Highway 6, one of the most walkable and destination packed corridors in all of Sugar Land.

Key priority corridors in this sector are:

Town Center to Lake Pointe pedestrian connections under US 59 - this route can become the most significant north/south connection under US 59. The trails in Lake Pointe should be linked to the Town Center area via wider sidewalks and attractive and well designed connections under Highway 59.

Brooks Street Parkway trail - a trail along the west right of way of Brooks Street can link _____.

Bicycle lanes along Brooks Street - Brooks Street should be designated as a major bicycle route, with striped 5' wide bicycle lanes along Brooks and Matlage from Highway 90A to US 59.

Additional Lake Pointe trails - additional trails and wide sidewalks in the future sections of Lake Pointe will consolidate its position as one of the most connected areas of the city.



Dulles Avenue Parkway Trail - a parkway trail along the west right of way of Dulles from Highway 6 to Highway 90A creates the only north/south route on the eastern edge of the city. With mature vegetation, the placement of an 8' wide parkway sidewalk will require significant care, but can provide a route with very heavy potential use. This corridor also links to the Oyster Creek trail system, providing connectivity to the southern areas of the City, the Brazos River and employers in the Sugar Land Business Park area.

A bridge crossing over Ditch "H" (also noted in the Central West sector) - trails in the Central East area need to connect to future trails in the Telfair area to facilitate linkages between the two areas of the city. This bridge is vital to facilitate access to the new high school and the regional park planned for the area. Trails in Telfair and west of Brooks Street should be built to link to the bridge crossing location.

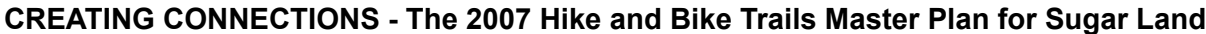
Trails along Ditch "H" between US 59 and Highway 6 and north to Highway 90A (east side of ditch) - trails along the eastern edge of this ditch provide a significant route connecting to the Brazos River, the new recreation center and the University of Houston's Sugar Land campus.

HOA initiated Recommendations for this Sector

River Bend and Plantation Bend trails - additional trails in these neighborhoods link Dulles Avenue to the Oyster Creek trail system.

Highlands Neighborhood trail - a trail along the central drainage ditch in the Highlands can enhance connections to the area school and park, as well as to the Town Center.

Table F-3 Central East Sector							
Segment	Start	End	Neighborhood	Length in Feet	Key Features	Potential Cost	Priority Rating
A 90 P-12	Dairy Ashford Rd.	Wood St.	Sugar Creek Center	8,965	Possible At Grade Crossing	\$1,174,415.00	High
A 90 P-13	Sugar Lakes Park	Ulrich St.	Sugar Landing	1,860	Connects to Sugar Lakes Park and Possible At Grade Crossing	\$243,660.00	High
A 90 P-14	Ulrich St.	Ditch "H" Corridor	HWY 90A Commercial Park	1,270	Connects to Community Center Park and Possible At Grade Crossing	\$166,370.00	High
A 90 P-15	Ditch "H" Corridor	East of HWY 6	HWY 90A Commercial Park	1,690	Connects to Community Center Park	\$221,390.00	High
Sugar Creek Blvd. S-1	HWY 90A	Sugar Creek Center Blvd.	Sugar Creek Center	1,270	Connects to Chamber of Commerce	\$111,760.00	Medium
Sugar Creek Blvd. S-2	HWY 90A	Sugar Creek Center Blvd.	Sugar Creek Center	1,350	Connects to Chamber of Commerce	\$118,800.00	Medium
Sugar Creek Blvd. S-3	Commerce Green Blvd.	HWY 59	Sugar Creek Center	1,900	Connects to Chamber of Commerce	\$167,200.00	Medium
Sugar Creek Blvd. S-4	Commerce Green Blvd.	HWY 59	Sugar Creek Center	2,115	Connects to Chamber of Commerce	\$186,120.00	Medium
Sugar Creek Blvd. S-5	HWY 59	Country Club Blvd.	Sugar Creek Center	846	Possible At Grade Crossing, Connects to Major Retail	\$74,448.00	High
Sugar Creek Blvd. S-6	HWY 59	Country Club Blvd.	Sugar Creek Center	846	Possible At Grade Crossing, Connects to Sugar Creek Country Club	\$74,448.00	High
HWY 59 S-1	Sugar Creek Center Blvd.	Commerce Green Blvd.	Sugar Creek Center	1,520	Possible At Grade Crossing	\$133,760.00	High
HWY 59 S-2	Lake Pointe Parkway	HWY 6	Creekside at Town Center	1,690	Possible At Grade Crossing	\$148,720.00	High
HWY 59 S-3	Town Center Dr.	HWY 6	Creekside at Town Center	1,520	Possible At Grade Crossing	\$133,760.00	High
Williams Trace S-1	Creekbend Dr.	HWY 59	Sugar Land Office Park	930	Possible At Grade Crossing	\$81,840.00	High
Williams Trace S-2	HWY 59	Lexington Blvd.	First Colony Commons	3,380	Possible At Grade Crossing	\$297,440.00	High
Williams Trace S-3	Alkire Lake Dr.	Williams Trace Blvd.	Horseshoe Lake	170		\$14,960.00	High
Riverbend T-1	Sugar Crossing Dr.	Riverbend Crossing	Riverbend North	1,050	Connects to Riverbend North Park	\$153,300.00	High
Riverbend T-2	Riverbend Crossing	Dulles Ave.	Riverbend North	1,690	Along Riverbend North Park	\$246,740.00	High
Riverbend T-3	Riverbend Crossing	Dulles Ave.	Riverbend North	1,900	Along Riverbend North Park	\$277,400.00	Medium
Riverbend T-4	Oyster Creek	Lexington Blvd.	Sugar Crossing	1,690		\$292,370.00	Medium
Riverbend T-5	Sugar Crossing Dr.	Dulles Ave.	Riverbend North	2,540	Possible At Grade Crossing	\$370,840.00	Very High
Riverbend T-6	Lexington Blvd.	Oyster Creek	Sugar Crossing	1,350	Connects to Riverbend South Park	\$233,550.00	Medium
Dulles Ave. P-1	Viking	East Ave. E	Sugar Creek	6,940	Connects to Elementary, Middle, and High Schools	\$909,140.00	High
Dulles Ave. P-2	Lexington Blvd.	HWY 6	Plantation Bend	7,870	Connects to Plantation Bend Park	\$1,030,970.00	High
Fluor T-1	Creekbend Dr.	Brooks Lake	Fluor Central Dev. Tract	2,120	Along water feature	\$309,520.00	High
Fluor T-2	Oyster Creek	HWY 59	Fluor Central Dev. Tract	2,540	Along water feature	\$370,840.00	High
Fluor S-1	Prudential Cir.	Oyster Creek	Fluor Central Dev. Tract	1,690	Connects to major employer	\$148,720.00	High
Fluor S-2	Oyster Creek	William Trace Blvd.	Fluor Central Dev. Tract	850		\$74,800.00	High
Fluor P-1	Prudential Cir.	William Trace Blvd.	Fluor Central Dev. Tract	2,710	Connects to major employer	\$355,010.00	High
Hall Lake T-1	Ditch "H" Corridor	Brooks St.	Hall Lake	1,480	Possible Pedestrian Underpass under Highway	\$216,080.00	Low
Hall Lake T-2	Ditch "H" Corridor	Brooks St.	Hall Lake	1,775	Possible Pedestrian Underpass under Highway	\$259,150.00	Low
Hall Lake S-1	A 90	Brooks St.	Belknap	3,250	Along Community Center Park	\$286,000.00	High
Hall Lake S-2	Brooks St.	Thomas L. James Park	Belknap	1,440	Connects to Thomas L. James Park	\$126,720.00	Low
Hall Lake P-1	Azalea	Brooks Lake	Hall Lake	2,360	Connects to Community Center Park	\$309,160.00	Medium
Hall Lake P-2	Matlage Way	Dogwood Dr.	Hall Lake	2,030	Connects to Community Center Park	\$265,930.00	High
Hall Lake P-3	Brooks Lake	HWY 6	Hall Lake	1,610	Possible At Grade Crossing	\$210,910.00	High
Ditch "H" T-4	A 90	HWY 6	HWY 90A Commerical Park	4,060	Connects to Community Center Park	\$702,380.00	Medium
Ditch "H" T-5	HWY 6	Colony Lakes Dr.	Soldiers Field Court	3,640	Possible Pedestrian Underpass under Highway	\$629,720.00	Medium
Ditch "H" T-6	Colony Lakes Dr.	HWY 59	The Lakes	3,800	Possible Pedestrian Bridge across ditch, Underpass under Highway	\$657,400.00	Medium
Highlands T-1	Highlands Park	HWY 6	The Highlands	3,890	Connects to Highland Park	\$567,940.00	High
Highlands T-2	Summer Bay Dr.	HWY 6	The Highlands	846	Connects to water feature	\$123,516.00	High
The Lakes T-1	Meadow Lake Park	First Colony Blvd.	The Lakes	2,880	Connects to Meadow Lake Park and major retail	\$420,480.00	Very High
The Lakes S-1	Southwest Freeway South	HWY 59	Town Center Square	846	Possible At Grade Crossing	\$74,448.00	High
The Lakes S-2	Southwest Freeway South	HWY 59	Town Center Square	846	Possible At Grade Crossing	\$74,448.00	High
The Lakes S-3	Lakeside Plaza Dr.	HWY 6	The Lakes	846	Connects to major retail	\$74,448.00	High
The Lakes S-4	Lakeside Plaza Dr.	HWY 6	The Lakes	846	Connects to major retail	\$74,448.00	High
HWY 6 P-9	Kensington Blvd.	HWY 59	The Lakes	630	Connects to major retail	\$82,530.00	High
HWY 6 P-10	Southwest Freeway South	Southwest Freeway North	The Lakes	500	Possible At Grade Crossing	\$65,500.00	High
HWY 6 P-11	City Walk	Lexington Blvd.	Sugar Land Town Square	1,520	Possible At Grade Crossing	\$199,120.00	Very High
HWY 6 P-12	Town Center Dr.	Lexington Blvd.	Creekside at Town Center	1,015	Possible At Grade Crossing	\$132,965.00	Very High
HWY 6 P-13	Mill Creek Dr.	Dulles Ave.	Magnolia Plantation	4,650	Connects to Oyster Creek Park, Possible Pedestrian Bridge	\$609,150.00	Very High
Plantation Bend T-1	HWY 6	Dulles Ave.	Plantation Colony	3,380	Connects to Oyster Creek Park and Plantation Bend Park	\$493,480.00	Medium
Dam T-1	Creekbend Dr.	Whimbrel Dr.	Fluor Central Dev. Tract	420	Connects to major employer	\$61,320.00	Very High
Community Center Park T-1	Ditch "H" Corridor	Matlage Way	HWY 90A Commerical Park	6,380	Throughout Community Center Park	\$931,480.00	Medium
University Blvd. S-1	A 90	Ditch "H" Corridor	HWY 90A Commercial Park	670		\$58,960.00	High
Total				121,872			





Priority Recommendations for the Central West Planning Sector

The Central West sector has a strong foundation for trails. Trails and sidewalks in the Greatwood development offer the basis for a strong neighborhood-wide system, and the Telfair development has a strong commitment to trails along its amenity areas. As a result, many of the trails in this area will be built by the development community or by area homeowner associations. City “grant” incentives can be used to accelerate this process.

Key priority corridors in this sector are:

Telfair internal trails - the Telfair development is planning for wide sidewalks along internal lakes in the center of Telfair. Unbuilt portions of this trail system should be 8’ wide to allow for additional activity. Connections to the lake trail system should be built in each neighborhood that surrounds the central lakes. As much as possible, the sidewalk that leads most directly to the central lakes should be at least 6’ wide.

Parkway trail along the future extensions of University Boulevard - an 8’ wide trail along either right of way of future University Boulevard will encourage pedestrian use of University Boulevard. This trail provides a direct route south to the new recreation center.

A bridge crossing over Ditch H - trails in the Central East area need to connect to future trails in the Telfair area to facilitate linkages between the two areas of the city. This bridge is vital to facilitate access to the new high school and the regional park planned for the area. Trails in Telfair and west of Brooks Street should be built to link to the bridge crossing location.

Trails along Ditch H between US 59 and Highway 6 (west side of ditch) - trails along the western edge of this ditch provide a significant route for residents of Telfair.

Parkway trail between Riverpark and New Territory - a parkway trail along the right of way of Highway 99 can connect to the major collectors in both developments. This allows residents of either side to access internal walks and trails in each development.

River Park Trails (by HOA) - internal trails in Riverpark can connect to the Brazos River and to pedestrian crossings over the river on US 59 and Highway 99.

Longer Term Recommendations for this Sector

Brazos Trails - trails along the Brazos River can connect several parks along the corridor.

Table F-4 Central West Sector							
Segment	Start	End	Neighborhood	Length in Feet	Key Features	Potential Cost	Priority Rating
HWY 6 P-5	A 90	University Blvd.	HWY 90A Commercial Park	2,500	Connects to major retail	\$327,500.00	Medium
HWY 6 P-6	University Blvd.	Ditch "H" Corridor	HWY 90A Commercial Park	1,160		\$151,960.00	Medium
HWY 6 P-7	A 90	University Blvd.	HWY 90A Commercial Park	2,500	Connects to major retail	\$327,500.00	Medium
HWY 6 P-8	University Blvd.	Ditch "H" Corridor	HWY 90A Commercial Park	1,160		\$151,960.00	Medium
A 90 P-10	East of City Limits	East of Ellis Creek Blvd.	Spencer's Glen	1,500		\$196,500.00	Low
A 90 P-11	East of Ellis Creek Blvd.	Texas 99	Wilkins Crossing	7,080		\$927,480.00	Low
Telfair T-1	East of Ellis Creek Blvd.	City of Sugar Land Regional Park North side	Telfair	1,580	Connects to Sugar Land Regional Park	\$230,680.00	High
Telfair T-2	City of Sugar Land Regional Park	University Blvd.	Telfair	4,920	Connects to High School	\$718,320.00	Medium
Telfair T-3	University Blvd.	Ditch "H" Corridor	Telfair	2,000	Connects to High School	\$292,000.00	High
Telfair T-4	East of University Blvd.	New Territory Blvd.	Telfair	5,620	Along water feature	\$820,520.00	High
Telfair T-5	East of University Blvd.	New Territory Blvd.	Telfair	5,415	Along water feature	\$790,590.00	High
Telfair T-6	East of University Blvd.	North of Elementary School	Telfair	1,500		\$219,000.00	High
Telfair T-7	University Blvd.	North of Elementary School	Telfair	1,500		\$219,000.00	High
Telfair T-8	North of Elementary School	Ditch "H" Corridor	Telfair	1,160		\$169,360.00	High
Telfair T-9	Telfair Ave.	East of Water Feature	Telfair	1,920		\$280,320.00	High
Telfair T-10	East of Water Feature	West of Water Feature	Telfair	1,330	Along water feature	\$194,180.00	High
Telfair T-11	East of Water Feature	West of Water Feature	Telfair	1,330	Along water feature	\$194,180.00	High
Telfair T-12	West of Water Feature	Brazos River	Telfair	830	Connects to Brazos River	\$121,180.00	High
Telfair S-1	A 90	City of Sugar Land Regional Park North side	Telfair	750	Connects to Sugar Land Regional Park	\$66,000.00	Low
Telfair S-2	City of Sugar Land Regional Park South side	North of New Territory Blvd.	Telfair	1,330	Connects to Sugar Land Regional Park	\$117,040.00	High
Telfair S-3	City of Sugar Land Regional Park	North of New Territory Blvd.	Telfair	1,420	Connects to Sugar Land Regional Park	\$124,960.00	High
Telfair S-4	North of New Territory Blvd.	New Territory Blvd.	Telfair	1,660		\$146,080.00	High
Telfair S-5	University Blvd.	South of Elementary School	Telfair	1,660	Connects to Elementary School	\$146,080.00	High
Telfair S-6	North of Elementary School	South of Elementary School	Telfair	1,330	Connects to Elementary School	\$117,040.00	High
Telfair S-7	South of Elementary School	Water Feature / Telfair Ave.	Telfair	2,160	Connects to Elementary School	\$190,080.00	High
Telfair P-1	City of Sugar Land Regional Park North side	City of Sugar Land Regional Park South side	Telfair	2,000	Along Sugar Land Regional Park	\$262,000.00	High
Telfair P-2	City of Sugar Land Regional Park South side	University Blvd.	Telfair	3,740	Connects to High School	\$489,940.00	High
Ditch "H" T-1	HWY 6	Soldiers Field Dr.	Soldiers Field Court	1,250		\$216,250.00	Medium
Ditch "H" T-2	Soldiers Field Dr.	West of Meadow Branch Dr.	Soldiers Field Court	1,400		\$242,200.00	Medium
Ditch "H" T-3	West of Meadow Branch Dr.	HWY 59	Town Center Square	5,250	Connects to Elementary School and major retail	\$908,250.00	Medium
University Blvd. S-2	HWY 6	North of High School	HWY 90A Commercial Park	1,250	Connects to High School	\$110,000.00	High
University Blvd. S-3	North of High School	New Territory Blvd.	Telfair	5,160	Connects to High School	\$454,080.00	High
University Blvd. S-4	New Territory Blvd.	Water Feature	Telfair	1,400	Connects to water feature	\$123,200.00	High
University Blvd. P-1	HWY 6	North of High School	HWY 90A Commercial Park	1,250	Connects to High School	\$163,750.00	High
University Blvd. P-2	North of High School	New Territory Blvd.	Telfair	5,160	Connects to High School	\$675,960.00	High
University Blvd. P-3	New Territory Blvd.	Water Feature	Telfair	1,400	Connects to water feature	\$183,400.00	High
New Territory T-1	Williams Landing Dr.	Sartartia Ln.	New Territory	3,160		\$461,360.00	Medium
New Territory S-1	Texas 99	Drainage Corridor	Point Royale	2,660		\$234,080.00	Medium
New Territory S-2	Texas 99	Drainage Corridor	Point Royale	2,660		\$234,080.00	Medium
New Territory S-3	Homeward Way	City Limits	New Territory	1,330	Connects to The Club	\$117,040.00	Medium
Baseball T-1	ETJ Limits	Drainage Corridor	New Territory	1,500	Connects to Baseball Fields	\$219,000.00	Medium
Baseball S-1	ETJ Limits	New Territory Blvd.	New Territory	580	Connects to Baseball Fields	\$51,040.00	Medium
Texas 99 P-1	A 90	Sand Hill Dr.	New Territory	1,250		\$163,750.00	Medium
Texas 99 P-2	Sand Hill Dr.	New Territory Blvd.	Stonehaven	3,750		\$491,250.00	Medium
Texas 99 P-3	New Territory Blvd.	North side of Brazos River	New Territory	2,660	Connects to Middle School	\$348,460.00	Medium
Texas 99 P-4	North side of Brazos River	South side of Brazos River	New Territory	830	Crosses Brazos River	\$108,730.00	Medium
Texas 99 P-5	South side of Brazos River	Levee Corridor	Riverpark	1,420		\$186,020.00	Medium
Texas 99 P-6	Levee Corridor	River Falls Dr.	Riverpark	4,915		\$643,865.00	Medium
Texas 99 P-7	Levee Corridor	East River Parks Dr.	Riverpark	1,420		\$186,020.00	Medium
Texas 99 P-8	East River Park Dr.	HWY 59	Riverpark	4,830	Connects to major retail	\$632,730.00	Medium
Texas 99 P-9	River Falls Dr.	HWY 59	Riverpark	1,830		\$239,730.00	Medium
River Park T-1	Texas 99	Drainage Corridor	Riverpark	1,660		\$242,360.00	Medium
River Park T-2	Drainage Corridor	East of River Lodge Ln.	Riverpark	1,830		\$267,180.00	Medium
River Park T-3	East of River Lodge Ln.	Brazos River	Riverpark	1,665	Connects to Brazos River	\$243,090.00	Medium
River Park T-4	South of Brazos River	North of Brazos River	Riverpark	830	Crosses Brazos River	\$121,180.00	Medium
River Park T-5	East of River Lodge Ln.	Sandy Ridge Ln.	Riverpark	2,080		\$303,680.00	Medium
River Park T-6	Riverpark Pool and Park	Oak Place Dr.	Riverpark	1,830	Connects to Riverpark Pool and Park	\$267,180.00	Medium
River Park T-7	Oak Place Dr.	HWY 59	Riverpark	3,160	Connects to major retail	\$461,360.00	Medium
River Park S-1	River Crossing	Texas 99	Riverpark	2,080	Connects to major retail	\$183,040.00	Medium
Brazos River N-1	Brazos Parkland Site West	Brazos Parkland Site East	New Territory	1,500	Throughout Brazos Parkland Site	\$162,000.00	Low
Brazos River N-2	Brazos Parkland Site East	New Territory Sports Complex	New Territory	4,920	Along river	\$531,360.00	Low
Brazos River N-3	New Territory Sports Complex	Texas 99	New Territory	2,330	Throughout New Territory Sports Complex	\$251,640.00	Medium
Brazos River N-4	Texas 99	HWY 59	New Territory	8,000	Along river	\$864,000.00	Low
Brazos River N-5	Wimberly Canyon Dr.	Brazos River	Riverpark	2,080	Connects to Brazos River	\$224,640.00	Low
Brazos River N-6	West of Richland Spring Ln.	West of Brushmeade Ln.	Riverpark	4,330	Along river	\$467,640.00	Low
Brazos River N-7	West of Brushmeade Ln.	Texas 99	Riverpark	2,660	Along river	\$287,280.00	Low
Brazos River N-8	Texas 99	Drainage Corridor	Riverpark	1,580	Along river	\$170,640.00	Low
Brazos River N-9	Canyon Crest Dr.	Brazos River	Riverpark	1,660	Connects to Brazos River	\$179,280.00	Low
Brazos River N-10	Drainage Corridor	HWY 59	Riverpark	5,420	Along river	\$585,360.00	Low
Summerhill T-1	Indian Summer Ct.	Timber Hill Dr.	Summerhill	1,250	Connects to Soccer Fields and Elementary School	\$182,500.00	Low
Total				170,235			





Priority Recommendations for the Southeast Planning Sector

The southeast sector has several trail segments in place, and also has excellent potential access to the Sugar Land Town Center. Trail segments built in this area are likely to have significant use as routes to schools and parks and to establish connections to the Town Center.

Key priority corridors in this sector are:

The First Colony Trail along Ditch C - This trail corridor is available, has significant space for trails (except at the end near Mesquite Drive), and provides a direct link to the Town Center.

Trails along Ditch __ connecting with Ditch C and the Town Center - trails along the northern edge of this ditch can also enhance connectivity to the Town Center and provide routes for area residents.

Power Line corridor trail - using available right of way and perhaps fringe areas of the major power line corridor in the area, this trail initiates a connection to Oyster Creek Park and the commercial areas along Highway 6. The corridor is available and easy to develop as trails. The grade separated crossing over or under Highway 6 will be a future phase.

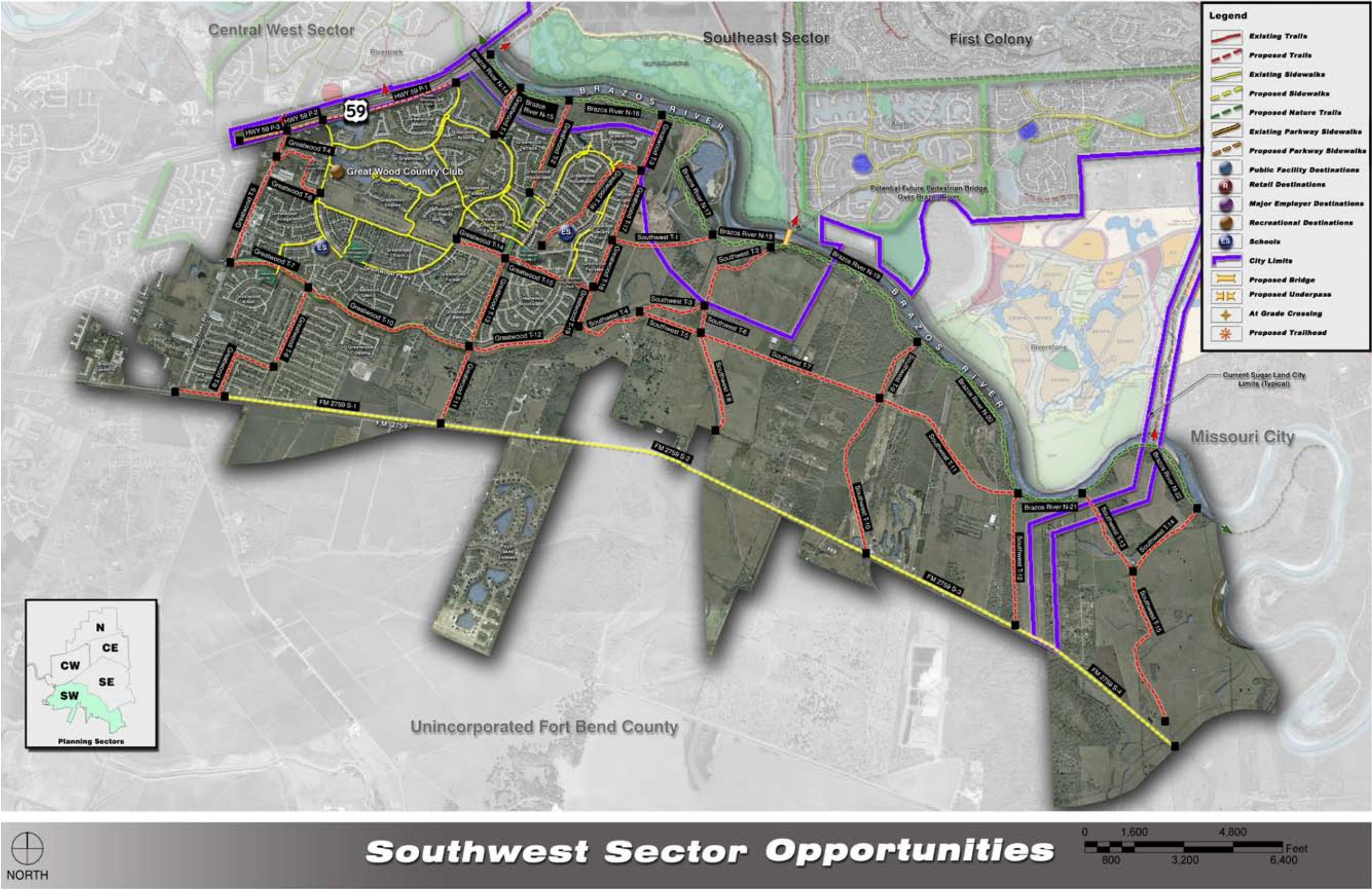
Ditch H Trails - a trail along the eastern edge of Ditch H would link much of the area to Sugar Land Memorial Park, the new recreation center and nature trails along the river.

Brazos Trails - trails along this segment should be the first nature trails along the Brazos River.

Town Center to Lake Pointe pedestrian connections under US 59 - this route can become the most significant north/south connection under US 59.

Parkway trail along the future extensions of University Boulevard - an 8' wide trail along the south right of way of future University Boulevard will complete the trail loop around the southeast planning sector. This area should include landscaping and a return to the tree lined boulevards that make much of Sugar Land so distinctive. Root barriers and a thickened pavement section can be used to minimize future root damage.

Table F-5 Southeast Sector							
Segment	Start	End	Neighborhood	Length in Feet	Key Features	Potential Cost	Priority Rating
Colony T-1	HWY 6	Austin Parkway	Colony Cove	3,780	Connects to major retail and Sugar Land Town Center	\$551,880.00	High
Colony T-2	Austin Parkway	Lexington Blvd.	Colony Cove	1,700	Connects to movie theater and Sugar Land Library	\$248,200.00	Very High
Colony T-3	Austin Parkway	Sweetwater Blvd.	Colony Cove	2,170	Connects to Sugar Land Library	\$375,410.00	Very High
Colony T-4	Austin Parkway	Ditch "H" Corridor	Colony Meadows	6,140	Connects to Elementary School and High School	\$1,062,220.00	High
Colony T-5	Sweetwater Blvd.	Ditch "H" Corridor	Crescent Lakes	2,360	Connects to High School and Elementary School	\$344,560.00	High
Colony T-6	Mesquite Dr.	South of Austin Parkway	Colony Bend	4,910	Connects to Middle School	\$716,860.00	High
Colony T-7	Austin Parkway	South of Austin Parkway	Colony Park	1,040	Connects to First Colony Park	\$151,840.00	High
Colony T-8	Sweetwater Blvd.	South of Austin Parkway	Colony Park	2,840	Connects to First Colony Park	\$491,320.00	High
Settlers Way T-1	Windbreak Ln.	Power Line Corridor	Chimneystone	850		\$124,100.00	Medium
Settlers Way S-1	Chimneystone Park	Settlers Way	Chimneystone	2,700	Connects to Chimneystone Park	\$237,600.00	Medium
Austin Parkway T-1	Settlers Grove Way	Lakefield Blvd.	Lakes of Austin	2,600	Connects to Aquatic Park and Elementary School	\$379,600.00	High
Austin Parkway T-2	First Colony Park	Mimosa Way	Lakes of Austin	3,210	Connects to First Colony Park	\$555,330.00	High
Austin Parkway T-3	Mimosa Way	Power Line Corridor	Lakes of Austin	2,600	Connects to Austin Park	\$449,800.00	Medium
Austin Parkway T-4	Palm Royale Blvd.	City Limits	Lakes of Austin	3,780	Connects to Lakes of Austin Parks	\$653,940.00	Medium
Austin Parkway S-1	Mimosa Way	Acacia Dr.	Lakes of Austin	2,270		\$199,760.00	High
Palm Royale N-1	Ditch "H" Corridor	Power Line Corridor	Sweetwater Estates	14,880		\$1,607,040.00	High
Palm Royale S-1	Sweetwater Blvd.	Knights Bridge Blvd.	Sweetwater Estates	8,500		\$748,000.00	Built
Palm Royale S-2	Knights Bridge Blvd.	Power Line Corridor	Sweetwater Estates	3,685		\$324,280.00	High
Palm Royale S-3	Austin Meadow Park	Elkins Rd.	Colony Creek	1,420	Connects to Austin Meadow Park	\$124,960.00	High
Power Line T-1	HWY 6	Austin Parkway	Settlers Grove	4,540	Possible Pedestrian Bridge across Highway	\$785,420.00	Very High
Power Line T-2	Austin Parkway	Palm Royale Blvd.	Lakes of Austin	2,650	Possible At Grade Crossing	\$458,450.00	Very High
Power Line T-3	Palm Royale Blvd.	Commonwealth Blvd.	Commonwealth	2,170		\$375,410.00	Medium
Power Line T-4	Commonwealth Blvd.	Future University Extension	Commonwealth	3,780		\$653,940.00	Low
Power Line T-5	Future University Extension	Brazos River	Riverstone	6,420	Connects to Brazos River	\$1,110,660.00	Low
Ditch "H" T-7	HWY 59	South of Greystone Way	Crescent Lakes	3,590	Possible Pedestrian Bridge	\$621,070.00	Medium
Ditch "H" T-8	HWY 59	Lexington Blvd.	Telfair	1,230		\$212,790.00	Medium
Ditch "H" T-9	Lexington Blvd.	South of Greystone Way	Telfair	2,360		\$408,280.00	Medium
Ditch "H" T-10	South of Greystone Way	Commonwealth Blvd.	Colony Creek	6,140	Possible Pedestrian Underpass	\$1,062,220.00	Medium
Ditch "H" T-11	South of Greystone Way	University Blvd.	Telfair	4,915		\$850,295.00	Medium
Ditch "H" T-12	Commonwealth Blvd.	Brazos River	Villages of Avalon	2,740	Possible Pedestrian Bridge across Brazos River	\$474,020.00	High
Ditch "H" T-13	Springbrook Ct.	Brazos River	Brazos Landing	3,685	Connects to Brazos River Park	\$637,505.00	High
University Blvd. T-1	Commonwealth Blvd.	Future University Extension	Brazos Landing	3,495	Connects to Sugar Land Memorial Park and Middle School	\$604,635.00	High
University Blvd. S-5	HWY 59	Lexington Blvd.	Telfair	1,320	Possible Pedestrian Underpass	\$116,160.00	Medium
University Blvd. S-6	Lexington Blvd.	West of Bright Trail	Telfair	1,560	Connects to UHSL	\$137,280.00	Medium
University Blvd. S-7	West of Bright Trail	Ditch "H" Corridor	Telfair	3,970	Connects to future recreation center	\$349,360.00	Medium
University Blvd. S-8	Ditch "H" Corridor	Briar Hill Ct.	Telfair	1,510	Connects to Sugar Land Memorial Park	\$132,880.00	High
University Blvd. S-9	Briar Hill Ct.	Future University Extension	Brazos Landing	1,890	Connects to Sugar Land Memorial Park and Middle School	\$166,320.00	High
University Extension S-1	Elkins Rd.	Power Line Corridor	Riverstone	14,640	Connects to Middle School	\$1,288,320.00	High
University Extension S-2	Power Line Corridor	East of Manor Dr.	Riverstone	5,190		\$456,720.00	High
University Extension S-3	Elkins Rd.	Old River	Meadows of Avalon	4,675	Connects to Middle School and Brazos River Park	\$411,400.00	High
University Extension P-1	Old River	West of Manor Dr.	Riverstone	10,580		\$1,385,980.00	High
University Extension P-2	West of Manor Dr.	East of Manor Dr.	Riverstone	1,890		\$247,590.00	High
Telfair T-13	Ditch "H" Corridor	University Blvd.	Telfair	2,840	Connects to UHSL	\$414,640.00	High
Telfair T-14	Ditch "H" Corridor	University Blvd.	Telfair	2,650	Possible Pedestrian Bridge across Ditch "H" Corridor	\$386,900.00	High
Brazos River N-11	HWY 59	Ditch "H" Corridor	Telfair	12,285	Possible Pedestrian Bridge across river	\$1,326,780.00	High
Brazos River N-12	Ditch "H" Corridor	South of Old River	Brazos Landing	5,385	Possible Pedestrian Bridge across river	\$581,580.00	Medium
Brazos River N-13	South of Old River	City Limits	Riverstone	9,920	Along river	\$1,071,360.00	Medium
Riverstone P-1	Palm Royale Blvd.	Future University Extension	Riverstone	6,150		\$805,650.00	High
Riverstone P-2	Future University Extension	ETJ Limits	Riverstone	5,100		\$668,100.00	High
Riverstone T-1	Old River	Brazos River	Riverstone	3,500	Connects to Brazos River	\$605,500.00	High
Sutton Forest T-1	Manchester Ct.	City Limits	Sutton Forest	1,800		\$262,800.00	Low
HWY 59 T-1	University Blvd.	Brazos River	Telfair	7,370	Possible Pedestrian Underpass	\$1,275,010.00	Low
Total				223,375			





Priority Recommendations for the Southwest Planning Sector

The north sector of the city is still developing, but the Greatwood community has installed significant parkway trail corridors. Trails in this area will be longer range priorities since these areas are not currently in the city limits of Sugar Land.

Key priority corridors in this sector are:

Pedestrian crossing over the Brazos River along Highway 59 future frontage roads - plan for major pedestrian crossings over the Brazos River when frontage roads are added in the future.

Major Greatwood drainage trail to the Brazos River- a trail along drainage corridors can extend from Crabb River Road to the Brazos.

Future Longer Term Priorities for this Area

Future parkway trail along FM 2759 - a wide sidewalk and landscaped treatment as the road expands in the future should be incorporated into long range planning for the area.

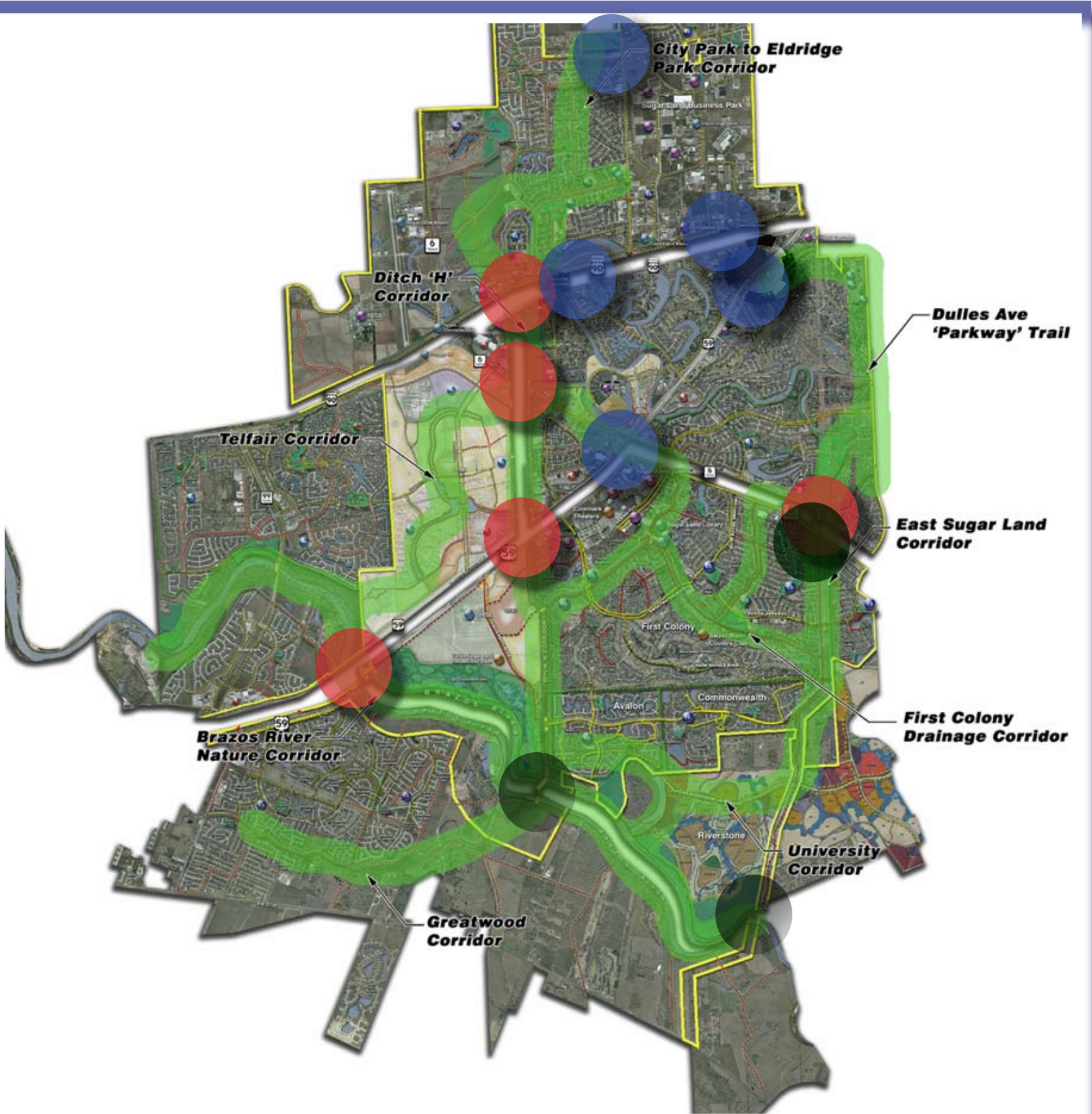
Brazos Trails - future nature trails can be provided along the entire length of the river in this area.

Pedestrian crossing over the Brazos River from Sugar Land Memorial Park - plan for major pedestrian bridge over the river to link areas south of the river to the park and recreation facilities. Added pedestrian facilities should be incorporated into all future vehicular bridges.

Table F-6 Southwest Sector

Segment	Start	End	Neighborhood	Length in Feet	Key Features	Potential Cost	Priority Rating
Greatwood T-1	Brazos River	Greatwood Recreation Center 1	Greatwood Arbor	1,940	Connects to recreation center	\$283,240.00	Medium
Greatwood T-2	Brazos River	Wood Dale Dr.	Greatwood Terrace	3,300		\$481,800.00	Low
Greatwood T-3	Brazos River	Spring Bluebonnet Dr.	Greatwood Stonebridge	1,940		\$335,620.00	Medium
Greatwood T-4	HWY 59	Drainage Corridor at Crabb River Rd.	Greatwood Green	900		\$131,400.00	Low
Greatwood T-5	Drainage Corridor at Crabb River Rd.	Rabbs Bayou	Greatwood Village	3,760		\$548,960.00	Medium
Greatwood T-6	Crabb River Rd.	Greatwood Parkway	Greatwood Village	2,620	Connects to Great Wood Country Club	\$382,520.00	Low
Greatwood T-7	Crabb River Rd.	Tara Blvd.	Greatwood Knoll	2,850	Connects to Greatwood Knoll Park	\$416,100.00	Medium
Greatwood T-8	Rabbs Bayou	Harpers Dr.	Greatwood Knoll	2,850		\$416,100.00	Medium
Greatwood T-9	Tara Plantation Dr.	FM 2759 / Crabb River Rd.	Tara Colony	3,820		\$557,720.00	Low
Greatwood T-10	Tara Blvd.	Summer Brook	Greatwood Crossing	5,700		\$986,100.00	Medium
Greatwood T-11	Rabbs Bayou	FM 2759	Greatwood Crossing	2,620		\$382,520.00	Low
Greatwood T-12	Summer Brook	Old Quarry Dr.	Greatwood Brooks Mill	3,870		\$565,020.00	Medium
Greatwood T-13	Silent Forest Dr.	Rabbs Bayou	Greatwood Bend	3,300		\$481,800.00	Low
Greatwood T-14	Tuscany Place	Hills Spring Dr.	Greatwood Forest	1,700		\$248,200.00	Low
Greatwood T-15	Hills Spring Dr.	Morning Shadows Dr.	Greatwood Brooks Mill	3,200	Connects to recreation center	\$467,200.00	Low
Greatwood T-16	Spring Bluebonnet Dr.	Greatwood Recreation Center 2	Greatwood Woodhaven	4,780	Connects to Elementary School and recreation center	\$697,880.00	Low
Greatwood T-17	Spring Bluebonnet Dr.	Upland Shadows Dr.	Greatwood Highland Park	2,500		\$432,500.00	Medium
Greatwood T-18	Upland Shadows Dr.	Fairview Dr. / Brookstone Ln..	Greatwood Fairview	1,820		\$314,860.00	Medium
Greatwood T-19	Fairview Dr. / Brookstone Ln..	Rabbs Bayou	Greatwood Brooks Mill	1,360		\$235,280.00	Medium
Southwest T-1	Upland Shadows Dr.	Brazos River	Southwest	3,190	Connects to Brazos River	\$465,740.00	Low
Southwest T-2	Brazos River	City Limits	Southwest	3,135	Connects to Brazos River	\$542,355.00	Low
Southwest T-3	City Limits	Rabbs Bayou west of Nowak Rd.	Southwest	2,050		\$354,650.00	Low
Southwest T-4	Rabbs Bayou west of Nowak Rd.	Rabbs Bayou	Southwest	2,050		\$354,650.00	Low
Southwest T-5	Rabbs Bayou west of Nowak Rd.	West of Agnes Rd.	Southwest	2,165		\$316,090.00	Low
Southwest T-6	City Limits	West of Agnes Rd.	Southwest	855		\$124,830.00	Low
Southwest T-7	West of Agnes Rd.	Northwest corner of River Pointe Golf Club	Southwest	6,270	Connects to River Pointe Golf Club	\$915,420.00	Low
Southwest T-8	West of Agnes Rd.	Rabbs Bayou west of Agnes Rd.	Southwest	3,420		\$499,320.00	Low
Southwest T-9	Brazos River	Northwest corner of River Pointe Golf Club	Southwest	1,820	Connects to Brazos River	\$314,860.00	Low
Southwest T-10	Northwest corner of River Pointe Golf Club	FM 2759 / River Pointe Golf Club	Southwest	5,585	Connects to River Pointe Golf Club	\$966,205.00	Low
Southwest T-11	Northwest corner of River Pointe Golf Club	Brazos River	Southwest	5,585	Connects to Brazos River	\$815,410.00	Low
Southwest T-12	Brazos River	FM 2759	Southwest	4,275	Connects to Brazos River	\$739,575.00	Low
Southwest T-13	Brazos River	East of Carrol Rd.	Southwest	2,960	Connects to Brazos River	\$432,160.00	Low
Southwest T-14	Brazos River	East of Carrol Rd.	Southwest	2,850	Connects to Brazos River	\$416,100.00	Low
Southwest T-15	East of Carrol Rd.	FM 2759	Southwest	5,245		\$765,770.00	Low
HWY 59 P-1	River Brook Dr.	Greatwood Parkway	Greatwood Manor	4,560	Connects to major retail	\$597,360.00	High
HWY 59 P-2	Greatwood Parkway	Crabb River Rd.	Greatwood Green	1,200	Connects to major retail	\$157,200.00	Low
HWY 59 P-3	Crabb River Rd.	City Limits	Greatwood Green	1,600		\$209,600.00	Low
Brazos River N-14	HWY 59	Park River Dr.	Greatwood Arbor	1,480	Along river	\$159,840.00	Medium
Brazos River N-15	Park River Dr.	Saratoga Dr. / Magnolia Forest Dr.	Greatwood Terrace	1,600	Along river	\$172,800.00	Medium
Brazos River N-16	Saratoga Dr. / Magnolia Forest Dr.	Boulder Oaks Ln..	Greatwood Stonebridge	3,200	Along river	\$345,600.00	Medium
Brazos River N-17	Boulder Oaks Ln..	Rabbs Bayou	Southwest	5,920	Along river	\$639,360.00	Low
Brazos River N-18	Rabbs Bayou	Agnes Rd.	Southwest	1,825	Along river	\$197,100.00	Low
Brazos River N-19	Agnes Rd.	Jones River Rd.	Southwest	5,985	possible pedestrian bridge across river	\$646,380.00	Low
Brazos River N-20	Jones River Rd.	Between Solomon and Pitman Rd.	Southwest	6,155	Along river	\$664,740.00	Low
Brazos River N-21	Between Solomon and Pitman Rd.	East of Carrol Rd.	Southwest	1,995	Along river	\$215,460.00	Low
Brazos River N-22	East of Carrol Rd.	ETJ Limit	Southwest	5,415	Along river	\$584,820.00	Low
FM 2759 S-1	Shiloh Dr.	Levee East of Macek Rd.	Greatwood Crossing	7,300		\$642,400.00	Low
FM 2759 S-2	Levee East of Macek Rd.	River Pointe Golf Club	Southwest	14,705	Connects to River Pointe Golf Club	\$1,294,040.00	Low
FM 2759 S-3	River Pointe Golf Club	East of Solomon Rd.	Southwest	5,245	Connects to River Pointe Golf Club	\$461,560.00	Low
FM 2759 S-4	East of Solomon Rd.	ETJ Limits	Southwest	6,610		\$581,680.00	Low

Total 181,080



Major Highway or Barrier Crossings

Safe and easily accessed crossings at major highways, drainage channels or the Brazos River should be included in the overall plan for Sugar Land. The map on this page shows the planned locations for all major pedestrian and bicycle corridors in the city. Each of these will require partnerships and coordination with TxDOT, individual levee improvement districts or property owners.

- At Grade crossing - utilizes crosswalk markings, crosswalk signals and timers, special pavings, accessible ramps, and decorative lighting to designate crossing locations.
- Below grade crossings - typically will go under existing bridges to create a safe crossing. Connections to street level are required to allow access to and from the trail corridor.
- Bridge crossings -location for signature pedestrian bridge to facilitate crossing the Brazos and Highway 6. Bridges should be one of a kind and create a significant statement about Sugar Land.



"Walking is the best possible exercise. Habituate yourself to walk very fast."

THOMAS JEFFERSON

